

Nicholson Lane Bridge No. M-113 -- No. 500504

Category	Transportation	Date Last Modified	January 09, 2008
Subcategory	Bridges	Required Adequate Public Facility	No
Administering Agency	Public Works & Transportation	Relocation Impact	None.
Planning Area	North Bethesda-Garrett Park	Status	Under Construction

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	698	50	340	308	308	0	0	0	0	0	0
Land	27	27	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	66	0	4	62	62	0	0	0	0	0	0
Construction	2,951	33	2,173	745	745	0	0	0	0	0	0
Other	3	3	0	0	0	0	0	0	0	0	0
Total	3,745	113	2,517	1,115	1,115	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Federal Aid	2,265	0	1,150	1,115	1,115	0	0	0	0	0	0
G.O. Bonds	1,478	111	1,367	0	0	0	0	0	0	0	0
Intergovernmental	2	2	0	0	0	0	0	0	0	0	0
Total	3,745	113	2,517	1,115	1,115	0	0	0	0	0	0

DESCRIPTION

This project provides for the replacement of the existing Nicholson Lane Bridge over the CSX railroad. The work will include the replacement of the existing bridge and construction of two new 25-foot long approach slabs plus approximately 65 feet of approach roadway work to tie the replacement bridge to the existing roadway. The replacement bridge will be a single span structure carrying four 10-foot travel lanes (two lanes in each direction) and one center 8-foot left-turn lane with a 13-foot-wide sidewalk on each side, for a total bridge width of 74 feet.

CAPACITY

Upon completion, the Average Daily Traffic (ADT) on the Nicholson Lane Bridge will remain at 31,000 vehicles per day.

JUSTIFICATION

The existing bridge, built in 1964, is a three-span structure with spans of 45.2 feet, 53 feet and 33.5 feet. It has a clear roadway width of 48 feet with a 5-foot wide sidewalk on each side, for a total bridge width of 58 feet. The 1999 inspection and concrete core tests revealed that the concrete deck, pier caps and columns of the structure are in very poor condition. Cracks and a large area of spalling with exposed reinforcing steel are evident on the deck, pier caps and columns. Concrete core tests indicate high chloride concentrations in the deck and pier caps with isolated weak concrete. This bridge is considered structurally deficient.

Nicholson Lane is classified as arterial A-69 in the North Bethesda/Garrett Park Master Plan. The Master Plan calls for a Class II (5-foot on-road) bikeway on each side of Nicholson Lane at the project site. This bridge was identified for replacement through the County's 1999 Biennial Bridge Inspection Program.

OTHER

The design costs for this project are covered in the Facility Planning: Bridges project. The construction will be implemented in two stages. Two-lane two-way traffic (one lane in each direction) and one sidewalk will be maintained during construction. The proposed 13-foot sidewalks will be designed to be removable with the intent that when the approaches are widened to implement the on-road bikeway accommodations in the local Master Plan and possible wider future traffic lanes, the removable sidewalks will be removed and a new 5-foot sidewalk will be constructed on each side to provide a wider clear roadway width. The existing profile grade of the roadway will remain. The costs of construction and construction management for this project are eligible for up to 80 percent Federal aid.

FISCAL NOTE

The "Intergovernmental" revenue shown in the funding schedule is from Washington Suburban Sanitary Commission (WSSC) as its share of utility relocation costs.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																										
<table border="1" style="width: 100%;"> <tr> <td>Date First Appropriation</td><td>FY05</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td></td><td></td></tr> <tr> <td>Current Scope</td><td>FY07</td><td>3,745</td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>3,745</td></tr> <tr> <td>Appropriation Request</td><td>FY09</td><td>0</td></tr> <tr> <td>Appropriation Request Est.</td><td>FY10</td><td>0</td></tr> <tr> <td>Supplemental Appropriation Request</td><td></td><td>0</td></tr> <tr> <td>Transfer</td><td></td><td>0</td></tr> <tr> <td>Cumulative Appropriation</td><td></td><td>3,745</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>3,454</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>291</td></tr> <tr> <td>Partial Closeout Thru</td><td>FY06</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY07</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Date First Appropriation	FY05	(\$000)	First Cost Estimate			Current Scope	FY07	3,745	Last FY's Cost Estimate		3,745	Appropriation Request	FY09	0	Appropriation Request Est.	FY10	0	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		3,745	Expenditures / Encumbrances		3,454	Unencumbered Balance		291	Partial Closeout Thru	FY06	0	New Partial Closeout	FY07	0	Total Partial Closeout		0	<p>Federal Highway Administration - Federal Aid Bridge Replacement/Rehabilitation Program</p> <p>Maryland State Highway Administration</p> <p>Maryland Department of the Environment</p> <p>Maryland-National Capital Park and Planning Commission</p> <p>Department of Permitting Services</p> <p>Utilities</p> <p>CSX Transportation</p> <p>Facility Planning: Bridges</p>	<p>See Map on Next Page</p>
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